

The Hongkong Telegraph.

No. 304.

TUESDAY, JANUARY 16, 1883.

SIX DOLLARS
PER QUARTER.

Intimations.

LANE, CRAWFORD & CO.

PIANOS

A RE GREATLY INJURED, ESPECIALLY
IN A TRYING CLIMATE LIKE THAT
OF HONGKONG, by allowing them to drop
out of Tune; the great Tension caused by
tightening up the strings again being exceedingly
trying.

A Good Instrument will probably last Twice
as long in Hongkong, if kept constantly in
Tune.

LANE, CRAWFORD & Co.
having a thoroughly competent Tuner from
BROADWOOD & SONS, keep Pianos in Tune and
REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.
Hongkong, 13th January, 1883. [296]

Insurances.

**THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.**

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

**R ECORD of AMERICAN and FOREIGN
SHIPPING.**

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
LIMITED.**
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN

Secretary,

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

**YANGTSZE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....\$1,400,000.
PERMANENT RESERVE.....\$1,200,000.
SPECIAL RESERVE FUND.....\$1,200,000.

TOTAL CAPITAL and
ACCUMULATIONS, 8th.....\$1,940,553.95
May, 1882.

DIRECTORS.

H. DE C. FORDES, Esq., Chairman.
J. H. PINCKVOSS, Esq. | W. MEYERINE, Esq.
A. J. M. INVERARAY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGAI.
MESSRS. RUSSELL & CO., Secretaries.

LONDON BRANCH.
MESSRS. BARING BROTHERS & CO.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.

Subject to a charge of 12 per cent, for Interest
on Shareholders' Capital, all the PROFIT of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

**RUSSELL & CO.,
Agents.**
Hongkong, 13th May, 1882. [53]

**SCOTTISH UNION AND NATIONAL
INSURANCE COMPANY OF
EDINBURGH & LONDON.**

ESTABLISHED 1824.

CAPITAL.....\$6,000,000 STERLING.
INVESTED FUNDS.....\$3,000,000.

ANNUAL INCOME.....\$700,000.

The Undersigned have been appointed Agents
for the above Company and are prepared to
GRANT FIRE INSURANCES at CURRENT
RATES.

HESSE & CO.,
Hongkong, 1st January, 1882. [40]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY
(LIMITED).**

CAPITAL TAELS 600,000, EQUAL.....\$53,333.33.

RESERVE FUND.....\$76,818.27.

BOARD OF DIRECTORS.
LEE SING, Esq. | LEE YAT LAU, Esq.
LO YEO MOON, Esq. | CHU CHIE NUNG, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE—8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [60]

J. M. GUEDES

**HOUSE AND LAND BROKER,
AUCTIONEER, AND COMMISSION
AGENT.**

NO. 15, WILLIAMSTOWN STREET, HONGKONG.
Hongkong, 1st January, 1882. [5]

Auctions.

**PUBLIC AUCTION
OF
A RARE AND VALUABLE COLLECTION
OF CHINESE PORCELAIN WARE,
CURIOS, &c.**

THE Undersigned has received instructions
from a Northern Collector to offer for
Sale by Public Auction, on

SATURDAY,
the 20th January, 1883, at TWO P.M., at his
Sales Rooms, Peddar's Wharf,—

**A RARE AND VALUABLE COLLECTION OF
CHINESE PORCELAIN WARE, CURIOS,
&c., &c., &c.**

The same having arrived in this Colony from the
North, being collected in Peking, Nanking,
and Kangsi Province, and

comprising—

**OLD FIVE-COLORED VASES and JARS,
OLD BLUE JARS, OLD BLACK JARS OF THE
MING PERIOD and the REIGNS OF KONG
HI, YUNG CHENG, KIEN LUNG, OLD
SOOCHOW MING LACQUER-WARE, OLD
BRONZES, &c.**

ALSO—

VERY FINE MODERN CHINESE POR-

CELAINS, BAMBOO CARVINGS, JADE

STONE ORNAMENTS, SCROLLS,

&c., &c., &c.

Catalogues will be issued previous to the
Sale, and the Articles will be on view on
THURSDAY NEXT.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, 15th January, 1883. [67]

Intimations.

WANTED.

BY THE ADVERTISER
A SITUATION AS
OFFICE ASSISTANT OR STORE-KEEPER.

Address—

M. E. G.
Care of Hongkong Telegraph.
Hongkong, 13th December, 1882. [19]

THE LONDON & SINGAPORE ANTI-
FOULING PAINT COMPANY,
LIMITED.

(DENNYS' PATENTS).

INCORPORATED UNDER THE COMPANIES' ACTS
1862 to 1880, THE LIABILITY OF SHARE-
HOLDERS BEING LIMITED TO THE
AMOUNT OF THEIR SHARES.

**CAPITAL.....\$250,000
IN 250,000 SHARES OF \$1 EACH.**

FIRST ISSUE OF 150,000 SHARES AT PAR.

PAYABLE 15. ON APPLICATION, 10. ON ALLOT-
MENT, THE BALANCE NOT TO BE CALLED UP
WITHOUT THREE MONTHS' NOTICE.

DIRECTORS.

ADMIRAL SIR EDWARD AUGUSTUS
INGLEFIELD, C.B., F.R.S., 99, Queen's
Gate, London, S.W.

JOHN SCARLETT CAMPBELL, Esq., 1,
Queen's Gate Place, London, S.W.

ROBERT RICE, Esq., Director, Singapore Gas
Co., Limited, Acar Lodge, Bramley Hill,
South Croydon.

HENRY THOMAS COLE, Q.C., late M.P.
for Penryn and Falmouth, Recorder of
Plymouth and Devonport, 17, Prince of
Wales Terrace, Kensington Palace, Lon-
don, W.

LOUIS GLASS, Esq., (Messrs. Guthrie &
Co., Singapore, and Messrs. Scott & Co., Idol
Lane, Great Tower Street, London, E.C.,
Merchants).

THOMAS SCOTT, Esq., (Messrs. Guthrie &
Co., Singapore, and Messrs. Scott & Co., Idol
Lane, Great Tower Street, E.C., Mer-
chants), Chairman, Tanjong Pagar Dock
Company, Singapore.

GEORGE JOHN MANSFIELD, Esq., (Messrs.
W. Mansfield & Co., Merchants), Agents,
Ocean Steam and National Steam Ship
Companies, Singapore.

KHOO TEONG POH, Esq., (Messrs. Bun Hin
& Co., Bun Hin's Line of Steamers), Mer-
chant and Shipowner, Singapore.

THOSE GENTLEMEN WITH AN ASTERISK
AGAINST THEIR NAMES ALSO FORM
THE SINGAPORE COMMITTEE.

BANKERS.

THE ALLIANCE BANK, Limited; Bartholomew
Lane, London, E.C.

THE HONGKONG & SHANGHAI BANKING
CORPORATION.

THE CHARTERED MERCANTILE BANK
of India, London, and China.

SOLICITORS.

Messrs. COLE & RODYK, 7, Mincing Lane,
London, E.C.

Messrs. RODYK & DAVIDSON, Singapore.

AUDITORS.

Messrs. FOSTER, HIGH & CO., Chartered
Accountants.

LONDON COMPANY'S OFFICES,
3, Copthall Buildings, London, E.C.

Applications for Shares will be received by the
HONGKONG AND SHANGHAI BANKING CORPO-
RATION or their Agents at Hongkong, Shanghai,
Amoy, Foochow, Hankow, Ningpo, Swallow,
Tientsin, Yokohama, Nagasaki, Hilo, Saigon,
Haiphong, Hanol, and Manila; and by the
CHARTERED MERCANTILE BANK of India, Lon-
don, and China or their Agents at Penang,
Malacca, Calcutta, Bombay, Madras, Colombo,
Galle, Rangoon, Moulmein, Ravia, Sourabaya,
Macassar, Bangalore, Melbourne, Sydney, Ade-
laide, Brisbane, and Perth; and at Singapore,
by either of these Banks. Terms of application
for Shares, Prospects, and Pamphlets, may be
obtained from the Directors or their Agents, on
and after MONDAY, the 11th instant, Decem-
ber, 1882.

HESSE & CO.,
Hongkong, 1st January, 1882. [40]

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MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE—8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [60]

F. D. GUEDES

**WINE MERCHANT AND GENERAL
COMMISSION AGENT.**

No. 3, D'ACUARIA STREET.

HAS AWAY ON HAND A LARGE ASSORTMENT OF
CHOICE WINES of the best quality, at
Moderate Prices.

Hongkong, 2nd October, 1882. [66]

G. FAUCONER & CO.

**WATCH AND CHRONOMETRE
MANUFACTURERS.**

LEWELLERS

NAUTICAL INSTRUMENTS
CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [64]

Intimations.

FOR SALE.

FOR SALE.

PRICE LIST AND SAMPLES can be seen at
the Office of

BRANDAO & CO.

Hongkong, 1st January, 1883. [64]

Intimations.

NOTICE.

FROM 1st February Next, Mrs. SCHOLINUS,

(A German Lady recently arrived
from Hamburg) and Miss WOODFORD, will
OPEN A SCHOOL for the TRAINING of GIRLS in
the English, French, and German LANGUAGES,
including all Sorts of Fancy NEEDLE WORK,
Arithmetic and Music. BOYS only under 10
Years of Age will be admitted.—Application to
be made to Mrs. SCHOLINUS, No. 223,
Spring Gardens.

Hongkong, 15th January, 1883. [65]

Intimations.

NOTICE.

FROM 1st February Next, Mrs. SCHOLINUS,

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Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
FANCY CHRISTMAS
GOODS,
COMPRISING—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.
SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & CO.,
CHEMISTS, DRUGGISTS
AND
PERFUMERS.

THE HONGKONG DISPENSARY,
ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the "Hongkong Telegraph" will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish the "Hongkong Telegraph" daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five o'clock will oblige by once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 16, 1883.

Under the heading "A Possible Triumph for American Ships" the San Francisco Evening Bulletin writes as follows:—It is now reasonably clear that the ship of the future will be constructed of steel, and will have steam power. The transition will be slow in this country. The screw steamship with the compound engine and the iron sailing ship did not originate here. They have hardly been naturalized as yet in the United States. We adopted the screw and the compound engine later, when it was clearly demonstrated that we could not get along without them. We have not adopted the iron ship either as a sailing vessel or a steamship to any great extent for the reason that under the present tariff these vessels cannot be constructed as cheaply as in England. Now the iron vessel was adopted in the latter country because there was no timber for the construction of wooden vessels, and because the iron vessel was on the whole, a better craft. But in the Dominion of Canada where timber is abundant, it is to be noted that iron vessels are not constructed. Every year a great fleet of wooden ships is constructed, and these appear to find profitable employment.

If it be asked at what time in the future the steel ship will be generally adopted in this country, the admission must be made that we cannot tell. The wooden ship will disappear later here than elsewhere. The reason is that there is an abundance of timber for ship building. This timber is relatively cheap, and will be for half a century, to come. As long as wooden vessels can find employment they will be constructed in this country. When they are crowded out of competition in foreign charters, they will still be used for lumber, coal and other coastwise freights. But it is to be noted that even now no large steamship contracts are given out in this country for any other than iron ships. Fresh contracts are given out for wooden sailing ships, and the main shipyards are reasonably active.

Admitting that the iron, or rather the steel, steamship is the ship of the future, it certainly is an interesting question as to when the hour will be reached when that sort of craft of American build will have as much prominence in the United States as the wooden clipper had twenty years ago. Dr. W. G. in his recent treatise on shipping interests, attacks the tariff all along the line. He would abolish that restriction and open the business to free

competition. He would allow citizens of this country to go into any of the markets of the world and buy ships freely, which should have the advantage of an American register. It is certain that this latitude would, for a time, break up all ship building in this country.

Moreover, the advocates of a tariff will not, at present, consent to free trade. They will not even consent to so much as abolition of duties on such articles as enter into the construction of ships. While free-trade theories are making some progress, it is to be noted, also, that a protective tariff is gaining many supporters in broader fields. "Wherever manufacturing interests are established there is sure to be a strong interest developed in favor of maintaining the present tariff, or, at least, one which shall grant adequate protection. The tariff advocates are found in Georgia, South Carolina, and all over the Southern States, where formerly the Calhoun doctrine of free trade was the universal article of political faith. Now, wherever there is a strong manufacturing interest established this change will be the result. The iron manufacturer in California or Oregon, or the cotton manufacturer in Texas, will be a staunch advocate for a tariff. The moment his interests are affected as a manufacturer he will drop his notions of free trade. This revolution of political opinion is as sure to go on as that there is a selfish element in human nature. Mr. Wells will not, therefore, place the shipping interests on a prosperous foundation by advocating free trade as the remedy. And so tenacious are the tariff men that they will not consent that duties shall be taken off articles which enter into the construction of ships.

There is one other method of meeting the difficulty. That is to let the tariff entirely alone. The manufacturer of iron and steel on the Pacific Coast will want it just as much as it is wanted in Pennsylvania. He will clamor for it. He will place himself precisely on the same ground as the advocates of the tariff do in Pennsylvania and Massachusetts. It is not likely that during the present generation the tariff will be so modified that there will be no duties on articles which enter into the construction of ships, such as iron, steel, copper, hemp, cordage, and so on. What then is the more practical way of meeting the difficulty? Here is San Francisco, which has become the most important port in the Union for wheat charters. The business is now only in its infancy. Ten years hence there is a good prospect that two thousand wheat charterers will be given out on the Pacific Coast from San Diego to Puget Sound. More than one-half of these will be given out at San Francisco. In short, this port will always control the bulk of the wheat charters. Now the business is in the hands of foreign shipowners. It is the largest bonanza ever yet opened on the Pacific Coast. It is better when a trial balance is made for the capitalist, than were Comstock mines in their best days—better, because the business will not be exhausted, but is growing every year. Only a small proportion of American ships are in this business. They are taken up after the iron ships have all been engaged.

The one or two iron ships owned by Americans at this port, which have been bought in as wrecks, repaired or rebuilt, are better than the average of American ones. Admitting these facts, why are there not a hundred iron ships owned at this port where capital is so abundant? Because they cannot be built for the same cost as British ships, nor for anything like that cost. What is the more practical remedy? In what way could a fleet of iron or steel vessels—for the latter metal is coming into general use for the construction of ships—be obtained of Americans for the use of this and other ports. The Government might concede a bounty of so much per ton on every iron or steel ship constructed by Americans after a certain date. This bounty might be just equal to the tariff now levied on the articles which enter into the construction of ships. Suppose these concessions were obtained, what would be the result? There would be iron and steel furnaces and rolling mills established on the Pacific Coast and shipyards would be opened in San Francisco. The iron manufacture would be protected by the tariff as it now stands; and the capitalist could afford to put his money in ships, because they could be built as cheaply as in England, and would compete successfully for the carrying trade. Suppose San Francisco owned a hundred iron ships, most of them screw steamers!—for it will come to that at last, that the steel-built screw steamer will be the strongest competitor. Now, the commercial advance of San Francisco under such a stimulus would everywhere attract attention. That is not all; a vast manufacturing interest would be initiated on the Pacific Coast. American capitalists have already become large owners in British iron ships because they are profitable investments. They will be large owners in American iron and steel

vessels when it is clearly demonstrated that they are as profitable as British ships. And they will move in this new direction a day sooner. It is therefore a question of home interest whether this change cannot be quietly brought about; and that too without any attacks upon the tariff.

LOCAL AND GENERAL.

The Royal Italian Opera Company will appear at the Theatre Royal, City Hall, this evening, in Pedrotti's popular comic opera, "Tutti in Macchia."

We are informed by the Superintendent of the P. & O. S. N. Co. that the steamship *Ganges* with the next English mail left Singapore for Hongkong on Tuesday the 16th inst. at 10 a.m.

By a slip of the pen our report of Amoy Races yesterday gave Pedometer instead of Chronometer as the winner of the Haikwan Cup on the first day. A corrected return will appear in our mail issue.

ACCORDING to the *Voltaire*, Lord Lyons on the 7th December assured M. Duclerc that England would not interfere with France's action on the coast of Madagascar. M. Deleuze lost no time in informing the Minister of Marine of this decision, and a telegram was immediately despatched to Toulon instructing the naval authorities to hurry on the equipment of the *aviso La Flora*, which is being rapidly fitted out for a voyage to Madagascar.

A LETTER from the Government of India to the Secretary of State for India on the punishment of Indian criminals by whipping has been published in a Parliamentary paper recently issued.

From a tabulated return it appears that the number of persons flogged in 1880 in Madras, Bombay, Bengal, Northwest Provinces, Punjab, Central Provinces, and British Burma was 28,300, the largest proportion being in the Northwest Provinces, where the number of criminals whipped in the year mentioned was 10,250. The returns, however, from every district show a diminution compared with those of the previous six years. The most striking feature in the returns is the great increase in the number of persons whipped which occurred in most provinces during the years 1877-79, when scarcity and agricultural distress were more or less prevalent. This remark is especially applicable to the Madras Presidency and to the Northwest Provinces. It appears that a circular was issued by the Supreme Government concurred in by the Governor of India to the effect that the punishment of whipping should be exercised in awarding corporal punishment, and in respect of the manner of its infliction, but if this condition is fulfilled, whipping is for various reasons, a suitable form of punishment for Indian criminals. The Indian Government, however, suggests various modifications in the infliction of the punishment, such as that magistrates of the second class should be able to order the infliction of whipping when specially empowered by the Local Government; that whipping should be prohibited when the offender is over forty-five years of age; that the permissive use of the cat instead of the rattan should be withdrawn; that the size of the rattan should be regulated by law; and that the Court ordering the punishment should be required to decide in each case whether its infliction should be in public or private.

THE *Gaulois* publishes the following, but whether as a joke or as a piece of serious information we must leave the reader to decide for himself:—"The Empress of India is at her Royal residence of Balmoral in Scotland, that residence which she prefers to all others, because it belonged to Prince Albert, whom she has been mourning for twenty-one years. The devoted and faithful wife of widows, the most kindly and respected of sovereigns, believes that at Balmoral, more than elsewhere, she meets the Consort she has lost and communicates with his spirit. Faithful John Brown, who is a medium, serves as a connecting link between the Queen and the deceased Prince. People have often wondered why the Queen manifests such singular favor for Brown; why she offered him titles of nobility which the modest servant refused, only accepting that of esquire; why the marble statuette of Brown by Boehm is placed in the Queen's bed-chamber on a what-not; amidst portraits of members of the Royal Family. The reply to the question which has excited such curiosity in France and England is this—John Brown is the Queen's Minister for her spiritual relations with the late Prince Albert. In the Cabinet Councils Her Majesty will sometimes say, 'I must first consult the Prince.' It is at Balmoral that she invokes the Prince and that he replies to her. She goes into the study of the deceased, who is still alive for her; sits in the arm-chair he formerly used; on a chair near her are placed his night-clothes as if in readiness for him; a large fire burns in the spacious fireplace of the signorial chateau. John Brown brings repeatedly on a tray the basin of gruel which his master was accustomed to take every evening, and places it on a table as if the Prince were about to come and take it. The Queen has a sheet of paper on her knees and a pencil in her hand. The chair moves about, creaks, and strikes the ground. According to the Sprinzel alphabet each letter is indicated by so many raps. The Queen puts the questions and John Brown interprets the answers of the Prince. The living and the dead converse on topics of the world and the next. The mind of the Queen is calmed, if not consoled, by these pious conversations, for her grief is of that kind which ends only with life. We pity those who may be tempted to smile at this faithful picture. Is it only an hallucination? Who can say? The worst of hallucinations is that of those men who imagine that they have informed all the laws of nature

ACCORDING to the Shanghai Courier, of the 1st instant, "the steamship *Wuhu*, is now a wreck, her forward part having broken off near where the name is painted on her side, and has sunk down, square, being now covered with water. The remainder of the vessel is canted over on one side, a part of the deck being under water."

THE Roman journal *Diritti* publishes a Paris telegram affirming that the French Government is endeavouring to obtain Italy's co-operation in common action against England's policy in Egypt. On the other hand, the *Popolo Romano*, another official organ, declares that the Italian Government cannot support France in her agitation for a new Conference.

LUM Asui and Lum Aye, fishmongers, remanded from the 10th instant on a charge of stealing salt fish from a fellow tradesman's boat on the 9th inst., were again before Mr. Wedhouse this morning. The first defendant, who admitted a previous conviction for larceny, was treated to three months' hard labor, his chum being let off with half-fare—six weeks' free quarters in Haywood's select boarding house in Arbutnott Road.

IT appears from the census report just issued that there are 2,684 establishments in the United States engaged in the manufacture of various classes of woollen goods. The capital invested amounts to upwards of \$150,000,000, and the value of the product is given at \$257,699,504. The hands employed in this industry number 160,998, including 66,505 females, and 16,335 males over 16 years of age. Of the wool consumed 73,200,698lb. were foreign, and 222,991,531lb. domestic. Taking the separate classes of goods manufactured, the woollen goods, including cloths, cashmere, blankets, &c., employed capital to the extent of \$97,093,564; worsted, goods, \$20,374,043; carpets, \$21,468,587; hosiery and knit goods, \$15,133,991; wool hats, \$3,615,530; and felt goods, \$1,958,525.

OUR Chinese, as well as our European readers will be glad to learn that the prince of travelling showmen, the genial and accomplished Chiarini will shortly revisit Hongkong, with the grandest and most complete establishment of the kind ever seen in the Far East. Signor Chiarini has recently brought out from England a large staff of high-class performers in every branch of the equestrian, acrobatic and circus business generally; and amongst other attractions has added a den of performing lions which should prove a special attraction to the Chinese, who have never seen the magnificent "king of the forest." It is we are informed, the intention of Signor Chiarini, after his season in the Straits Settlements, to proceed to Manila, and from thence to Hongkong. From here, Shanghai will be visited, and as the Signor told us personally, previous to leaving Hongkong, that he had fully made up his mind to exercise his right of exhibiting in Foochow, we doubt not he will also favor that port with a call; and probably the City of Rangoon and Macao will have an opportunity of seeing the wonders of Chiarini's world renowned circus.

"GIL BLAS" writes in the *Overland Mail*.—Sir Charles Dilke seems to feel a savage delight in answering pertinent questions in what may with strict justice be described as an imperatively unsatisfactory manner. On Monday night Mr. Ashmead Bartlett made an inquiry concerning the Russian advances in the direction of Merv and Herat, and was informed that the Government did not know exactly where the Russians were, but that there was "no reason to suppose" that they had got so far as Merv. The best answer to this somewhat flippant statement is the remark that there is "no reason to suppose" the contrary; and Professor Vambery, who knows considerably more about the matter than Sir Charles Dilke, and whose statements are quoted by the *Standard's* Vienna correspondent, is evidently of opinion that the situation is much more serious than it is supposed to be by the apoplectic Under-Secretary for Foreign Affairs. Professor Vambery points out that a single generation has seen the march of Russian troops from the Orenburg frontier to the borders of Khorasan and the banks of the Her Rud, and it is certain that the Russian Government, far from being satisfied with what it has secured, looks upon its latest acquisition in the Turkoman country merely as a stepping-stone to further and more remunerative conquests. We wonder if Sir Charles Dilke is a reader of Bunyan? The Bedford dreamer has a character named Falseface, who seems to have at least one contemporary representative.

WE have to acknowledge receipt of the first number of "The Star of the East" a religious and family weekly newspaper published in Shanghai. The promoters of this journal have sketched out a programme, which if carried out, can hardly fail to receive a large share of public support. In concluding an article which lucidly explains the aims of this religious organ the "Star" says:—"We have only to say that whatever The Star in the East may not be it will always be outspoken and independent. It is not started as a financial venture with the idea of making either a living or a fortune for anybody. Those who are responsible in this respect are not even concerned that it should prove a good investment for their funds. Nor shall we be easily disengaged if we fail at first to win the support of those for whom we care. Having put our hands to the plough we shall not look back. There will therefore be no abuse which we are afraid to expose, no evil we dare not condemn, no vested interests too mighty for us to assail and no privileged class too high and important for our strictures; if we fail at first to win the support of those for whom we care. Having put our hands to the plough we shall not look back. There will therefore be no abuse which we are afraid to expose, no evil we dare not condemn, no vested interests too mighty for us to assail and no privileged class too high and important for our strictures; if we fail at first to win the support of those for whom we care. Having put our hands to the plough we shall not look back. There will therefore be no abuse which we are afraid to expose, no evil we dare not condemn, no vested interests too mighty for us to assail and no privileged class too high and important for our strictures; if we fail at first to win the support of those for whom we care. Having put our hands to the plough we shall not look back. 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THE HONGKONG TELEGRAPH, TUESDAY, JANUARY 16, 1883.

CORONER'S INQUIRY INTO THE DEATH OF CAPTAIN LEE.

The adjourned inquiry into the death of Captain E. Lee, of the steamship *Yangtze*, was resumed at the Magistracy at two o'clock this afternoon before Mr. H. E. Wodehouse (Coroner) and a jury. Mr. J. J. Francis, instructed by Mr. M. J. Stephens (of Messrs. Stephens and Holmes) was again present, watching the proceedings on behalf of Dr. Fisher.

The Coroner in opening the inquiry said—Are we now in a position to go on, Mr. Francis?

Mr. Francis—I believe so, Sir.

The learned barrister then addressed the Coroner, and laid his views before that official as to the proper mode of conducting the inquiry. He contended that if he were not allowed to cross-examine Dr. Clouth, it would be unfair towards Dr. Fisher, and concluded a rather mixed-up harangue, in which a great deal was said about death from natural causes, suicide, manslaughter and other cheerful themes, by observing that his application to cross-examine Dr. Clouth was entirely in the Coroner's discretion.

The Coroner briefly replied that it was, with much regret he felt compelled to refuse compliance with the learned counsel's application.

Dr. Fisher, who was in court, was then requested to step forward, and the Coroner addressing him observed that at an early stage of the proceedings considerable latitude had been allowed him (Dr. Fisher's) counsel, and His Worship found that the greater amount of latitude he permitted the more it taken advantage of; in fact, the learned counsel had gone so far that an appeal to the Supreme Court had been made against the Coroner's ruling in this case. He had however decided that counsel would not be permitted to cross-examine witnesses directly or independently, and any interruptions whilst the proceedings were going on would not be tolerated. Dr. Fisher would, however, have a full opportunity of stating his views, and if he so desired, could call witness in support of the same. As Coroner he (Mr. Wodehouse) was bound to say that during the investigation Mr. Francis had made use of language far from respectful, even going so far as to say that (the Coroner's) mode of conducting the inquiry was "a monstrous abuse of justice." Such opprobrious and disrespectful terms he could not permit any person to apply to him in his official position as Coroner. Under the circumstances it was not pleasant to take strong steps against those with whom your daily duties bring you constantly in contact, but he, as Coroner, must distinctly warn Dr. Fisher that on any repetition of the improper and disrespectful demeanour previously shown towards himself by the Doctor's counsel, he would at once cease to recognise him (Mr. Francis) as such. His Worship would now adjourn the inquiry for 15 minutes, to give Dr. Fisher an opportunity of conveying through his solicitor to his counsel the Coroner's views on this matter, and would not permit any observations to be made on the decision he had arrived at.

Mr. Francis rose and commenced making a protest, when the Coroner, without paying the slightest heed to the learned barrister, unceremoniously left the Court.

On the return of the Coroner, Mr. Francis rose and said he wished to apologise.

His Worship—I want no observations. Mr. Francis, after obtaining a hearing, stated that he must apologise for the warm expressions he had used towards his Worship, which were unfounded from him as a barrister to Mr. Wodehouse as Coroner.

His Worship made no reply to this apology and immediately called on Dr. Wharry, Superintendent of the Government Civil Hospital.

Dr. Wharry stated that he was a doctor of medicine, and assisted at the *post mortem* examination held on the body of Captain Lee. In answer to the Coroner if he could describe the state of deceased's lungs, Dr. Wharry said that the upper part of the lungs to the extent of about one half was solid, but the lower half was sprinkled with tubercles and very much congested. At the apex of each lung was some excavation, that is to say, there was a small cavity. In one if not both, the lungs were adherent to the chest walls. Generally speaking the lungs were very much diseased; extensively diseased with tubercles and much congested in the lower part. The disease must have been of considerable standing; of not less than six months, and perhaps of several years. The heart was a fairly good one; there was some slight stiffening of the valves and traces of disease in the aorta valves, and it was slightly fatty, but the muscular tissues were fairly good. Another respects the heart was sound. He examined the other parts of the body and noticed it was fairly nourished. The whites of the eyes were somewhat pale. He did not examine the brain. The liver was rather enlarged, and somewhat fatty. The kidneys were also large and the spleen was normal. With the exception of the lungs the other organs, generally speaking, were fairly healthy. The heart had been cut into before witness saw it, but he knew there was blood in the right ventricle, and also, he believed, in the other cavities. The blood was dark and somewhat fluid. He could not say the heart was gorged. He was unable to say what was the cause of death, whether from natural causes or otherwise. This opinion he based on his not having seen the whole of the body, as there might have been disease in the organs he did not see. Supposing the brain to have been in a sound condition there were not sufficient evidences of disease in the organs he saw to account for death. The state of the lungs in itself would not have been sufficient, as there was a fair amount of breathing space. There was nothing in the condition of the heart or the other organs to account for death; they were in fairly good condition for carrying on life.

A lengthy description of diseases, modes of death, and the general headings they would come under, was then given by Dr. Wharry for the edification of His Worship, which we do not think sufficiently interesting to the general public to give in detail.

Witness said he could not say what death resulted from in this case.

In reply to the Coroner Dr. Clouth said that he had described in his evidence the condition of the brain of deceased, and his Worship, after a little hushing up, found Dr. Clouth's evidence duly recorded.

Dr. Clouth observed that he could not say the heart was distended; the right heart was filled with blood, the left heart was empty.

After having heard the statements of Dr. Clouth respecting the lungs and heart of the deceased, Dr. Wharry said he was unable to state what was the cause of death. If the brain were normal, death must have resulted from disorder of the heart or lungs, which might have occurred through the brain by strong emotional feelings, the brain remaining normal, which need not be attended with any *post mortem* appearances of the brain.

Witness saw the stomach opened, and noticed that it contained about five ounces of fluid, matter, smelling of rum. He did not see anything in the state of the organs to lead him to believe that the fluid found in the stomach was the cause of death. Death could not have resulted from the rum in the stomach, as death from rum would ensue after the rum had been absorbed from the stomach, and would not again return there. There was nothing in the body, he was able to enable him to say, positively that death did, or did not result from alcohol.

The inquiry was proceeding when our report left.

POLICE COURT—THIS DAY.

Chun Aar and Wong Aka, charged with being concerned with others not in custody, with dragging Liu Akwal, a carpenter, and robbing him of \$15, on the 12th instant, remanded from yesterday, were again before Captain Thomsett this morning. Mr. W. H. Mossop, appeared for defendants. Liu Akwal stated that on the 12th instant he was standing at the door of his house when the first defendant came up and asked him if he had come from Singapore, and on being answered in the affirmative asked witness his name. Being told his name, the first defendant said, "We are chansman; I congratulate you on having made your fortune." Witness had \$15 in bank notes on his person, and on being invited by his newly found chansman to visit his house, they went together. No. 5 Kwong Yune Street East. On getting up to the first floor of the house, witness went to a sitting room where a man was enjoying the opium pipe. Witness sat down and was handed a cup of tea from a pot which was on the table, and immediately on drinking the tea became insensible. When witness came to himself about half an hour after drinking the tea, he found his pockets empty, and the sitting room in a similar condition so far as human beings were concerned. From the house where he had been "rooked" witness went to his boarding house and from there to the Central Station and made a report. Accompanied by two Inspectors, witness went back to the house in Kwong Yune Street without finding defendants there. On Sunday he was taken to a house by Inspector Perry and at once identified the first defendant.

Witness being interrogated by the Magistrate said—I am sure the defendant is the man who took me to Kwong Yune Street and gave me the cup of tea which stupefied me. I could recognise the other man who was in the sitting room if I went there again.

Witness was cross-examined by Mr. Mossop but nothing important was elicited.

In reply to the Court witness said—The second defendant is not the man who was smoking in the room where first defendant took me. I did not point him out to the Police yesterday, nor did I point out any one at all to the constable.

P.C. 192 Kwong Achin, being duly sworn, stated that he went out with the complainant to make enquiries yesterday. While they were in the street the second defendant came up and he asked complainant—is this the man who smoked opium? Complainant answered yes—and said to the second defendant—if you give me back my money I will not charge you." Defendant replied—"I am in custody, how can I give you the money?" At the same time asking witness to let him go. Witness instead of letting him go took him in custody.

Inspector Perry stated that on the 12th instant he went to No. 5, Kwong Yune Street in company with complainant. On the first floor of the house he saw two men: packing up their things ready for removal. Complainant did not recognise either of the men. On returning to the house in Kwong Yune Street on the 14th, found it empty. On the same day at about 3 o'clock, he went to a house in Queen's Road Central, being accompanied by complainant. On going to the first floor of the house they found four men there. Directly the complainant saw the first prisoner he said "This is the man who gave me the tea." Complainant further said—"there is no mistake, this is the man." Witness arrested the four men and took them up to the Central. Witness sent for other men who had reported being drugged but neither of them recognised any of the defendants. On searching the four men, one of them was found a bag tied round his waist, underneath his long silk coat. In the bag were 40 silver dollars, a roll of cash with a \$5 gold piece on the top of the roll. The other three men were released, the man (first prisoner) on whom the money was found being detained.

In answer to His Worship the Inspector stated that a great many robberies similar to the present have taken place, and he has frequently visited the houses where the robberies are committed. The houses are nicely furnished, and he had often seen both of the defendants in these houses.

Prisoners reserved their defence and were committed for trial at the Supreme Court.

RUSSIA AND CHINA.

A Tashkend telegram, received through Reuter's Agency says—

The *Turkistan Gazette* states that the Government has sanctioned an expenditure, amounting to over 1,000,000 silver roubles, for the construction of a new town and Government buildings eight versts south of Syudan. The town which is to be built is to be the seat of the Chinese Governor Tsin.

According to the same journal, outrages and acts of violence continue to be committed by the Chinese upon Russian subjects, and the extradition of Russians in captivity among the Chinese is refused by the Chinese authorities.

Conflicts have arisen between the Baidashigai Khirges and the Kiyas, dwelling on the banks of the Borotol, on the question of allegiance, the one desiring to be subject to Russia and the other to China. The former have requested the military Governor-General Friede to send some Cossacks for their protection, but the Russian General is said to prefer refraining from any interference, and to have asked the Chinese Governor Tsin to appoint an official who would be instructed to investigate the complaints in conjunction with a Russian functionary and render assistance in any urgent cases of oppression.

A further telegram states—

On the 3rd of Nov. General Tchernissief held his first review of troops at Tashkend, and created tremendous enthusiasm by a stirring speech, in which he predicted the fall of the strongest fortresses of Asia before the valiant army which he was then addressing. The number of the to be present is not mentioned.

The difficulties connected with the question of nationality on the new Kuldja frontier have not yet been overcome. A constant struggle, says the *Russian official organ of Central Asia*, is going on between the Russian and Chinese authorities on the spot, to obtain the greatest number of subjects from among the population—who have the option of choosing between Russian and Chinese nationality. No means are spared by the Chinese to entice the frontier population over to their side; and being a little more expeditious in their formalities than the Russians, they appear to be gaining over the majority in certain districts.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Gaile*, with the next American mail, left Yokohama on the 16th instant at daylight, and is due here on the 22nd instant.

The O. & O. steamer *Hebe*, with the succeeding American mail, left San Francisco on the 26th ultimo, and may be expected to arrive here on or about the 22nd instant.

The inquiry was proceeding when our report left.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TRAMWAYS.

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—In your issue of the 30th December last notice you mention in your "Sporting Notes" the probable future disadvantages which may arise from the adoption of Tramways in Hongkong.

It may perhaps surprise you that one living in the "Model Settlement" should take any interest in the affairs of your Colony, but I am one of those who do; and, in my opinion, the introduction of Tramways in Hongkong can but lead to the general good of the residents, therefore the following remarks, culled from the leading authorities on the subject in England, may be of interest to your readers.

As you may be aware, the first tramways in England were established in Birkenhead in 1860 by an American engineer, who in the same year obtained permission to lay experimental tramways in London; but there his lines were not successful, principally because of the ill-chosen projecting rails of American pattern, which obstructed the general traffic in the streets.

The tramways were condemned by the authorities, and removed in 1861, and this unfortunate and abortive inauguration of the new system of locomotion prejudiced the public mind against tramways and was the principal cause of postponing their introduction into London until 1869.

About 1865 a renewed attempt was made to introduce tramways, and during the four following years there was an animated warfare between the promoters of the tramways and their opponents.

The opposition came chiefly from the proprietors of omnibuses and from the owners of property along the routes, who led to believe that the tramways would prove a nuisance, and notwithstanding that the previous faulty method of laying the track was discredited, by the owners of private carriages on the supposition that the rails would injure their vehicles. Moreover, the space occupied by the line was spoken of as if it were to be permanently monopolised by the cars.

At last, however, the public mind became so thoroughly convinced of the advantages of properly constructed tramways, that, in spite of the most strenuous opposition both in and out of parliament, the first metropolitan lines were sanctioned in 1869.

Tramways have opened out a new field for enterprise, and, if established on proper conditions, afford a safe and remunerative return for capital.

When first commenced, the works of a tramway are much sooner remunerative than those of a railway, and there is not so much room for uncertainty in the amount of expenditure either for works or for purchase of property. Moreover, an increasing traffic does not augment so largely the proportionate expenditure for maintenance as in railways, because the wear upon the permanent way and street paving is determined not by the number of trams which pass, but by ordinary vehicles; and the greater the car traffic the greater will be the share of advantage which the tramway proprietors will obtain from an expenditure for maintenance which must in any case be incurred.

Potential profits are limited in the case of tramways to the term of the concession (in England generally only 21 years), for it can hardly be doubted that where a tramway undertaking pays dividends high enough to give a more than par value to the shares, the public, as represented by the municipal authorities, will, when the time for renewing the lease arrives, claim to participate in the profits, either by a reduction in the tariff of fares or by an increased rent for the use of the road.

If, however, the line has paid no more than a nominal rate of dividend, the proprietors will be left to work it as before. Such conditions give a one-sided aspect to the transaction as between the town and tramway proprietors, which doubtless does much to limit the value of the investment in the estimation of capitalists.

Very large dividends have been earned on some tramways, and the shares have attained a proportionately high price, these cases mostly arising where favourable terms have been granted by the authorities at a time when the value of such enterprises was unknown.

The conditions upon which tramway concessions are granted vary in different countries, but generally only in detail, as there are certain primary points—principally the letting by lease and the obligation in regard to the street paving—which are common to all cases.

Although tramways have been established in all the principal cities of Europe and America, the only two countries where precise conditions and elaborate rules of procedure have been established are England and France, but these rules are too long to quote here.

The advantages which a tramway offers to the public are, easier and more comfortable travelling, a more regular service and lower fares than any other travelling affords; and as undoubtedly the tramway does to some extent interfere with other traffic, the real justification for such lines is that the accommodation they afford to the majority of the inhabitants far outweighs the inconvenience to the minority.

The great majority of tramways are constructed and owned by joint-stock companies, and it is only rarely that the municipal authorities either construct or own a line. In some cases, e.g. at Sheffield, Manchester and Bristol (other towns also seeking similar powers) the tramway is made by the Corporation and leased to a company at a yearly rental.

In Glasgow, the Corporation constructed the tramway and also maintains it, the Company paying to the Corporation interest on the actual capital expenditure, and an agreed sum annually for the renewals and repairs; though if this annual sum proves more than sufficient for the purpose in view, the balance is returned or credited to the company. The reasons put forward for such methods, are those which are added in favour of a municipality undertaking water-works or gas-works, which are by nature monopolies, involving disturbance of the surface of the public streets.

Under the terms of English tramway concessions hitherto granted, it is probable that many of the lines constructed by private companies will hereafter become the property of the public by purchase; and in the event of construction or purchase by public authorities, the necessary money may be raised by loan in the manner prescribed for local public works generally.

Concessions for tramways are generally given for a term of years. In England the usual stipulation in the authorising or confirmatory Acts of Parliament is, that at the expiration of a certain period (generally 21 years) the local authorities shall have power to require the removal of the tramway, or to exercise the option of purchasing it from the proprietors, with all its plant and appurtenances, at such a value as shall be determined by some impartial tribunal, or by an arbitrator to be nominated by the Board of Trade; such an assessment of value, however, to include no compensation whatever for loss of prospective profit, or for the compulsory nature of the transfer, or for anything beyond the mere property itself.

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THE HONGKONG TELEGRAPH, TUESDAY, JANUARY 16, 1883.

Commercial.

THIS DAY.

Noon.

Share business has been unusually quiet this morning. Banks are slightly weaker, a few small lots being on the market for cash at 185 per cent. premium cum New Issue, without leading to anything definite. Luzons are also unsteady with sellers at 113 for the end of the month. For cash, shares might be obtained at a slightly decreased rate. Docks continue in fair demand, with cash buyers at 52 per cent. premium; however, holders do not seem inclined to part with their scrip on these terms. No other stocks have been mentioned this morning.

4 o'clock p.m.

There is still nothing of much importance to chronicle in share matters. A fair number of Docks have nominally changed hands at 52 for the end of the month, and at this figure further shares could no doubt be obtained. Some business has been reported in Luzons at 113 for the end of the month, and 114 for February. Other quotations speak for themselves.

SHARES.

Hongkong and Shanghai Bank—Ex. New Issue—155 per cent. premium.
Hongkong and Shanghai Bank—New Issue, 142 per cent. premium, sellers.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,610 per share.
North-China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$135 per share, sellers.
Yangtze Insurance Association—Tls. 890 per share.
Chinese Insurance Company—\$230 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,135 per share, buyers.
China Fire Insurance Company—\$327 per share, sellers.
Hongkong and Whampoa Dock Company—52 per cent. premium, sales.
Hongkong, Canton, and Macao Steamboat Co.—\$33 per share premium.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$125 per share.
Indo-China Steam Navigation Company, Limited—pat. sellers.
China Sugar Refining Company, Limited—\$203 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Lunon Sugar Refining Company, Limited—\$113 per share, sellers.
Hongkong Ice Company—\$165 per share, sellers.
Hongkong and China Bakery Company, Limited—\$30 per share.
Chinese Imperial Loan of 1878—1 percent prem. ex. int.
Chinese Imperial Loan of 1881—2 percent prem.

EXCHANGE.

ON LONDON.—Bank, T. T.3/7
Bank Bills, on demand3/2
Bank Bills, at 30 days' sight3/7
Bank Bills, at 4 months' sight3/8
Credits, at 4 months' sight3/8
Documentary Bills, at 4 months' sight3/8
.....3/8+@3/88
ON PARIS.—
Bank Bills, on demand4/62
Credits, at 4 months' sight4/72
ON BOMBAY.—Bank, T.T.224
ON CALCUTTA.—Bank, T.T.224
ON SHANGHAI.—
Bank, sight72
Private, 30 days' sight73

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$530
(Allowance, Taels 24.)
OLD MALWA.....per picul, \$550
(Allowance, Taels 12.)
NEW PATNA (first choice) per chest, \$552
NEW PATNA (second)per chest, \$542
NEW PATNA (without choice) per chest\$547
NEW BANARES (without choice) per chest, \$542
NEW PERSIANper chest, \$535
OLD PERSIAN.....per picul, \$515
(Allowance, Taels 32.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

	HONG-KONG	AMOV	SHANG-HAI	MAMIAO
BAROMETER	101.9	101.9	101.9	101.9
THERMOMETER, T. & C.	70.5	70.5	70.5	70.5
Barometer.....	101.9	101.9	101.9	101.9
Thermometer attested.....	101.9	101.9	101.9	101.9
Direction of Wind.....	N	E	NE	NNE
Force.....	2	4	2	3
Dry Thermometer.....	61.5	61.0	63.0	58.0
We. Thermometer.....	50.5	53.0	53.0	54.0
W. Thermometer.....	45.5	45.5	45.5	45.5
Weather.....	b m	b c	b c	b c
Hours Rain.....	—	—	—	—
Quantity fallen.....	—	—	—	—

Shipping.

ARRIVALS.

HAINAN, British steamer, 283, J. W. Conner, 15th Jan.—Haiphong 3rd January, and Holoway 14th, General.—C. M. S. N. Co.
PEKING, British steamer, 954, Drewes, 15th Jan., Shanghai 13th January, General.—Siemens & Co.
CARISBROOKE, British steamer, 960, Scott, 15th Jan.—Singapore 7th Jan., General.—Bun Hin.
DECIMA, German steamer, 1,151, P. Oestmann, 15th Jan.—Saigon 9th January, Rice.—Geo. R. Stevens & Co.
LILY, British gunboat, Commander Evans, 15th January, from Canton.
ULVSSES, British steamer, 1,560, Thompson, 15th Jan.—London 26th November, and Singapore 8th Jan., General.—Butterfield & Swire.
NANZING, British steamer, 817, C. W. Burnside, 10th Jan.—Shanghai 5th January, General.—Jardine, Matheson & Co.
WUCHANG, British steamer, 793, Shaw, 16th Jan.—Manila 13th Jan., General.—Butterfield & Swire.
PRINTEMS, French bark, 277, Galland, 16th Jan.—Keeling 13th January, Coal.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Alloy, British steamer, for Amoy.
Met-fo, Chinese steamer, for Shanghai.
Consolation, British steamer, for Swatow and Bangkok.
Charon Wattana, Siamese bark, for Bangkok.
DEPARTURES.

January 16, Feronia, German steamer, for Singapore.
January 16, Emeralda, British steamer, for Manila.
January 16, Diamante, British str., for Amoy.
January 16, Actis, Danish steamer, for Holoway.
January 16, Dijonnet, French steamer, for Saigon and Marseilles.
January 16, Alby, British steamer, for Amoy and Taiwanbo.
January 16, City of Tokio, American str., for Yokohama and San Francisco.
January 16, Met-fo, Chinese str., for Shanghai.
January 16, Peking, British str., for Canton.
PASSENGERS ARRIVED.

Per Hainan str., from Haiphong, &c.—59 Chinese.
Per Carisbrooke, str., from Singapore.—190 Chinese.
Per Decima, str., from Shanghai.—Mr. Heriot, and 40 Chinese.
Per Ulysses, str., from London, &c.—Mr. Harris, and 300 Chinese for Hongkong, For Shanghai.—Mr. and Mrs. Edwards and family, Mrs. Sonnett and family.
Per Wuchang, str., from Manila.—55 Chinese.
Per Nan-sing, str., from Shanghai.—472 Chinese.
DEPARTED.

Per City of Tokio, str., for Yokohama.—Mrs. Mahan, For San Francisco.—Mr. O. E. Edwards, 2 Europeans, and 40 Chinese.
Per Djemane, str., for Saigon.—Brother F. X. Gendreau, Revs. Clair Jean, Baptiste, Jean Prodromme, and Chambon Benoit, Sisters Ste. Agnes, Juliette and Francois de Borja, and 9 Chinese, from Hongkong, For Singapore.—J. C. Edwards, Miss A. J. Mulholland, E. H. Kenney, and A. J. Rodrigues and Chinese assistant (Marine Sorters), and 6 Chinese. For Mariscles.—Mr. Joseph Newton, From Shanghai.—Mr. and Mrs. Von Fries, 2 children, and servant, for Naples. For Marseilles.—Mr. J. Berg, From Yokohama.—Mr. F. Larsony, for Mariscles.

REPORTS.

The British steamship Wuchang reports left Manila on the 13th instant. Had strong North-easterly winds all the passage.

The British steamship Nan-tsing reports left Shanghai on the 6th instant. Had variable breezes and heavy sea throughout.

The German steamship Decima reports left Saigon on the 9th instant. Had fresh N.E. winds with high sea throughout the voyage.

The British steamship Ulysses reports left London on the 26th November, and Singapore on the 8th instant. Had fresh monsoon and fine weather.

The British steamship Hainan reports left Haiphong on the 11th instant, and Holoway on the 14th instant. Had moderate breeze throughout.

The British steamship Carisbrooke reports left Singapore on the 7th instant. Had moderate monsoon with heavy head sea from port to port.

The British steamship Peking reports left Shanghai on the 13th instant at 2 a.m., and arrived in Hongkong on the 13th at 10 p.m. Had fresh and moderate monsoon and fine weather all the passage.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Electra (s.)....YokohamaNov.
Peppa (s.)....ManilaDec.
Archives (s.)....ShanghaiDec.
Stirling Castle (s.)....JapanDec.
Tucer (s.)....HongkongDec.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

New Anna.....New YorkJuly 11
Marijane.....CardiffJuly 12
C. B. Hazelton.....New YorkJuly 12
Khorassan.....AntwerpAug. 24
Nieuwe Waterweg.....HamburgSept. 24
Fluellen.....SunderlandSept. 24
B. V. Cheney.....CardiffSept. 24
Napier.....AntwerpSept. 24
Phoenix.....HamburgSept. 24
Adolph.....HamburgOct. 13
Wandering Jew.....CardiffOct. 20
Adèle.....CardiffOct. 20
Auguste.....NewportOct. 24
Annie J. Marshall.....New YorkNov.
Inca.....HamburgNov. 21
Merionethshire (s.)....HamburgNov. 22
Dato.....LiverpoolNov. 30
A. W. C. Hesperia (s.)....LiverpoolDec.
Glenroy (s.)....LondonDec.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register). YESTERDAY.

Barometer.....1 P.M. 101.9
Thermometer attested.....4 P.M. 70.5
Direction of Wind.....N E NE NNE W
Force.....2 4 2 3 2 3 2 3
Dry Thermometer.....61.5 61.0 63.0 58.0 45.5 37.5 33.5 24.2
We. Thermometer.....50.5 53.0 53.0 54.0 45.5 37.5 33.5 24.2
W. Thermometer.....45.5 45.5 45.5 45.5 45.5 37.5 33.5 24.2
Weather.....b m b c b c b c
Hours Rain.....—
Quantity fallen.....—

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 263, N. C. Rebeck, 9th Jan.—Haiphong 3rd January, and Holoway 14th, General.—C. M. S. N. Co.
ALWINE, German steamer, 400, F. Thiesen, 8th Jan.—Manila 4th Jan., General.—Wielers & Co.—Aberdeen Dock.

AMAZONE, French steamer, 3,084, Mace, 15th Jan.—Marseille 10th December, Naples 12th, Port Said 16th, Suez 18th, Aden 24th, Colombo 1st January, Singapore 8th, and Saigon 11th, Mails and General.—Messageries Maritimes.

BELLEROPHON, British steamer, 1,396, Freeman, 14th Jan.—Shanghai and Foochow 12th January.

CARIBBEAN, British gunboat, Commander Evans, 15th Jan.—Singapore 7th Jan., General.—Bun Hin.

DECIMA, German steamer, 1,151, P. Oestmann, 15th Jan.—Saigon 9th January, Rice.—Geo. R. Stevens & Co.

LILY, British gunboat, Commander Evans, 15th Jan.—Singapore 7th Jan., General.—Bun Hin.

LOUISA, German 3-m. sloop, 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General.—Ed. Schellhass & Co.

MAGIC, British bark, 214, W. White, 13th Jan.—Amy 11th January, General.—Russell & Co.

MARIE, German bark, 430, G. Thomaschewitz, 14th Jan.—Bangkok 27th Nov., General.

MELCHERS & CO.,—Kowloon Dock.

KISHON, British steamer, 41, Thomas S. Howitt, 3rd January.—Tourout 6th December, Salt.—Ed. Schellhass & Co.

LIVINGSTONE, German bark, 531, H. Steffens, 14th Jan.—Honolulu 12th December, Balast—Siemens & Co.

LOUISA, German 3-m. sloop, 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General.—Ed. Schellhass & Co.

MAGIC, British bark, 214, W. White, 13th Jan.—Amy 11th January, General.—Russell & Co.

MARIE, German bark, 430, G. Thomaschewitz, 14th Jan.—Bangkok 27th Nov., General.

MELCHERS & CO.,—Kowloon Dock.

NONPARÉL, British bark, 399, E. Finlayson, 9th November.—Newchung 30th Oct., Beans—Chong Woo—Kowloon Dock.

OSPREY, British bark, 269, W. Hall Albany, 14th Jan.—Albany 11th October, Sandalwood.—Gilman & Co.

SAMUEL D. CARLETON, American bark, 884, Geo. A. Freeman, October 9th, Newcastle, N.W., 10th August, Coal.—Order—Cosmopolitan Dock.

SCHEISS, German bark, 267, J. Schroder, 7th Jan.—Chefoo 27th Dec., General.—Siemens & Co.

SCHEISS, German brig, 276, J. Schroder, 7th Jan.—Chefoo 27th Dec., General.—Siemens & Co.

SCHEISS, German brig, 276, J. Schroder, 7th Jan.—Chefoo 27th Dec., General.—Siemens & Co.

SCHEISS, German brig, 276, J. Schroder, 7th Jan.—Chefoo 27th Dec., General.—Siemens & Co.

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